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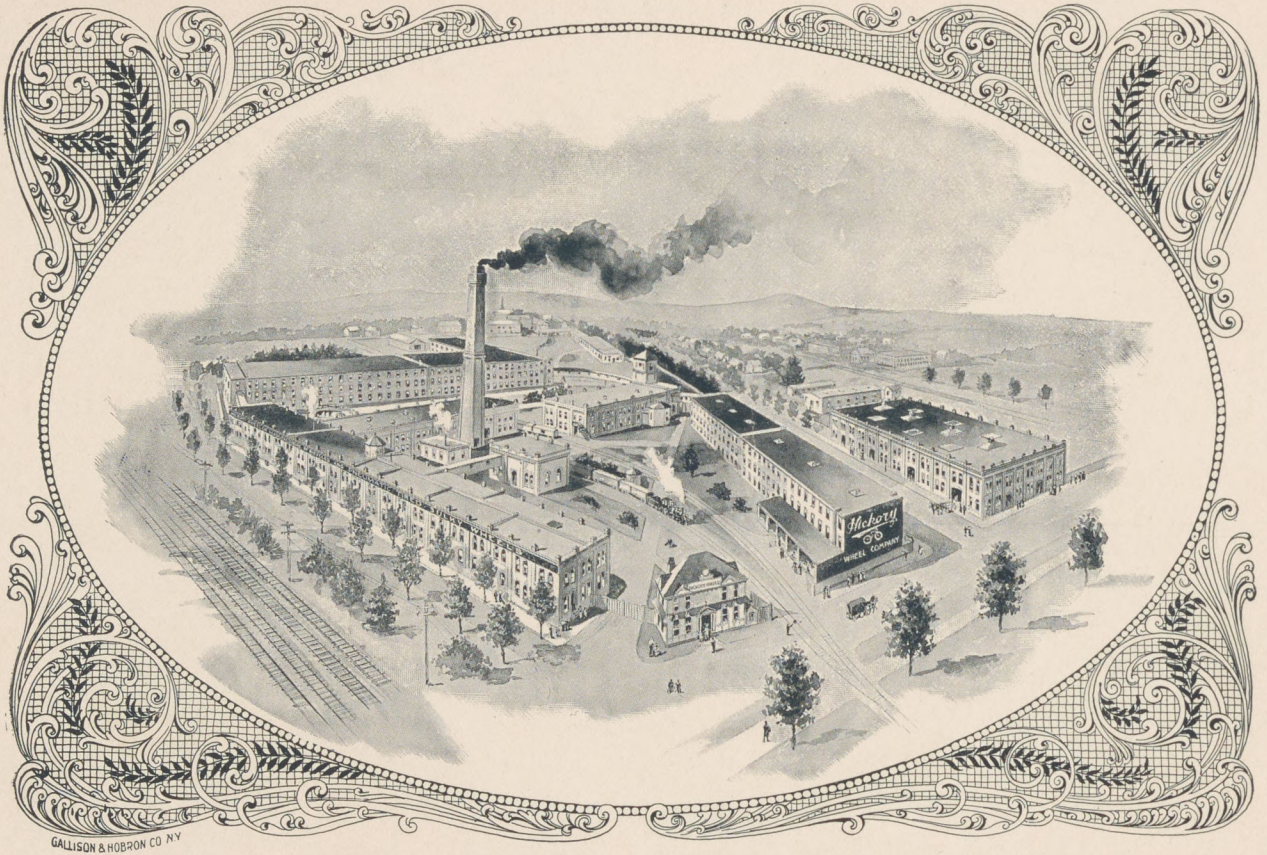
Hickory Wheel Company

TRADE MARK

1894

SOUTH FRAMINGHAM, MASS.

DISTRICT CYCLE CO.
1424
BICYCLES
PENN AVE.
WASHINGTON D.C.



GALLISON & HOBRON CO. N.Y.

Hickory Wheel Co.

MAKERS OF

BICYCLES AND PNEUMATIC TIRED SULKY WHEELS

PAID IN CAPITAL $200,000.

DIRECTORS.

ALBERT A. POPE.
ARTHUR W. POPE.
EDWARD W. POPE.
CHARLES E. WALKER.
STERLING ELLIOTT.

OFFICE AND FACTORY SOUTH FRAMINGHAM, MASS.

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Sept. nov. 16, 1908

Sept. Nov. 16, 1900

Introductory

IT is with much pride and the utmost satisfaction that we greet you this year from our new home. Our business last season was satisfactory beyond our most sanguine expectations. But a very short period had elapsed before it was plainly apparent that our plant in Newton, although enlarged and improved to its fullest extent and driven to its utmost capacity, was entirely inadequate to supply the demand for our bicycles, as many of our patrons who were compelled to wait for their machines until their order was reached, can testify. To those who were patient and waited, we express our thanks; and those who felt compelled to select other machines, we hope yet to see riding ours.

It is fitting at this time and in this place to say a few words concerning the plant we have recently purchased, and in which our bicycles are now made. The property was formerly owned by the Para Rubber Shoe Co., and comprises an area of about eighteen and a-half acres, and has about one hundred and ninety-two thousand, five hundred square feet of floor space, thus giving us the second largest bicycle factory in the world, and second only

to our parent factory, the Pope Mfg. Co., at Hartford, Conn. The frontispiece gives an excellent idea of the general exterior appearance of the plant, and the accompanying illustrations show the interiors of some of the principal departments.

Our main building is of brick, three hundred and fifty feet long by fifty feet wide, amply provided with windows on all sides, high studded, and supplied with the latest and most improved methods for heating and ventilation. In this building are the offices of the Superintendent, assistant, and time-keepers, also the principal machine rooms, tool rooms, polishing, nickel-plating and buffing rooms, all equipped with the latest improved machinery.

Building No. 2, which is two hundred and twenty feet long, fifty feet wide and three stories high, is devoted to the manufacture of wheels, the timber being received by us in the rough, and prepared in this building. From here the wheels are transferred to building No. 3, which is of the same dimensions as No. 2. The two upper floors of this building are devoted exclusively to the finishing departments, while the lower floor is used for the storage of finished and unfinished parts, and the assembling and shipping departments, each being as complete as it is possible to make them. In building No. 4, are found the brazing rooms and department for hardening, tempering, and general blacksmithing purposes. Building No. 5, is devoted entirely to the enameling department, and is provided with seven large ovens, with a floor space of 2,587 square feet. Building No. 6, is used for the storage of all raw material—hickory, steel, etc. Building No. 7, for the manufacture of crates. Building No. 8 is a fire-proof store house, in which will be kept a surplus stock of all the finished parts, to provide for emergency, in case of fire.

We now come to the engine room, which is one of the largest and best equipped in New England. Here are found two automatic cut-off engines, each capable of developing five hundred horse-power, and so arranged that

in case of accident to one, the other can be brought into service immediately, thus preventing the necessity of closing our factory on account of an accident to our motive power. We also have one seventy-five horse-power and one fifty horse-power engine of the latest improved design of a high rotative speed type, which are used for driving the dynamos for lighting the entire plant. The dynamos are both arc and incandescent machines, three in number, and so connected by wires with the lamps in the buildings that ample light can be provided at all times. On the walls are found gauges which register automatically the steam pressure carried by the boilers, the pressure of the steam pipes used for heating the buildings, the water pressure of the automatic sprinkling pipe system, of the water in the elevated tanks, and apparatus which automatically counts and registers the number of revolutions made by the engines, the steam damp regulators, and all instruments and apparatus necessary for the operation, on scientific principles, of a first-class, large and modern steam plant. Here also are found injectors and pumps for supplying the boilers with water, all piped with an independent system of supply and discharge pipes, so that an accident which would stop one of our boilers by a failure of water supply is next to impossible. Pumps for fire service, capable of throwing several large streams over any and all of the several buildings, and which obtain their supply of water from a reservoir holding one hundred and thirteen thousand gallons. This reservoir is supplied by gravity through a twelve-inch pipe, from our own inexhaustible water supply, located about a mile from our factory. The boiler room is in keeping with the engine room, being equipped with all of the best and most modern appliances, and consisting of a battery of ten return tubular boilers, so arranged that one or all of them can be used, if wanted. Each boiler has a rated capacity of one hundred horse-power. The boilers are equipped with all of the safety devices and alarms which modern practice has deemed necessary, so that but the grossest negligence could cause any danger to our employees.

Space does not permit us to dwell further on this subject, but a cordial invitation is extended to our numerous agents to make us a visit, and give us an opportunity to show them where and how our bicycles are made.

That we have labored long, faithfully and successfully to bring HICKORY bicycles to their present position in the trade, cannot be disputed, and we can offer no better demonstration of their popularity and growing demand, than the fact that during the past year, no less than four other manufacturers have put on the market safety bicycles with wooden wheels. Heretofore we have had this field practically to ourselves, and by giving the people honestly made goods at a fair price, we have gradually climbed the ladder, until to-day we are recognized as among the leaders in the cycle trade, and our position at the head of the Hickory class can and will be maintained. It is with gratification that we call your attention to the adoption of wooden rims by many of the steel wheel manufacturers. These have been adopted on account of their strength, lightness and durability, every claim being made for the rim that we have hitherto claimed for our entire wheel. It is very encouraging to us to notice this radical departure in the method of building wheels, since it is a very noticeable step in our direction.

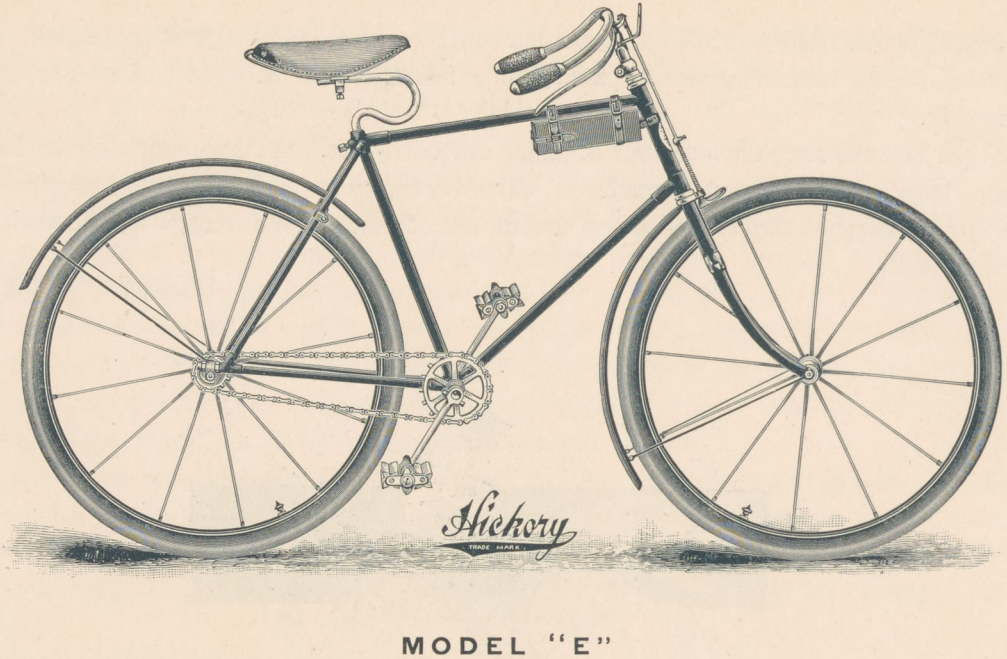
Appreciating the demand for light weight machines, we have given the matter special attention, and have been able to very materially reduce the weight of our machines, and will be in a position to satisfy all prospective buyers in this respect, as will be noticed elsewhere in this catalogue. Many new and attractive features have been added to our machines, and no expense has been spared to make the HICKORY for '94 desirable and up to date in every respect.

We do not claim our bicycles to be the best on earth; we do not claim that we can build a better machine than any other manufacturer; but we do claim to make as good a bicycle as can be produced, and back it up with a strong and honest guarantee.

In conclusion, we desire to thank our agents and friends for their hearty support in the past, and to solicit their co-operation during the coming year, in placing on the market one of the finest lines of wheels that will be offered the public.

We shall have this season no drawback in getting out our goods. We have ample capital for conducting the business, a large corps of well-trained mechanics, with every facility for producing in large quantities, and a force of officers and clerks experienced in the business, and capable of handling with accuracy and despatch, all business entrusted to our care.

HICKORY WHEEL CO.



MODEL "E"

PRICE: REGULAR FINISH $120.00

PRICE: FULL NICKEL AND NATURAL WOOD 125.00

Specifications of Model E

Steel drop forgings throughout. Diamond frame, 20 inches high, of cold drawn, seamless steel tubing, reinforced. Steering head, 9 inches. Wheel base, 44 inches. Wheels, 28 inches in diameter, with 12 spokes each, adjustable at rim. Rims of one piece selected white ash. Hubs of selected rock elm. Tires, 1¾ inch Columbia pneumatic. Bearings, adjustable ball throughout. Detachable sprocket, front and rear. Tubular front fork, with adjustable foot rests. One-piece tubular handle bar, tapered and dropped, with detachable brake handle lever bracket. Cork handles. Detachable mud guards, front and rear. Detachable lantern bracket and plunger brake. Improved Elliott self-oiling chain. Detachable round steel cranks, 6½ inch throw. Columbia double grip ball pedals, 3⅝ inches wide. Columbia saddle No. 14. Goose-neck saddle post. Square tool bag, with nickel wrench, screw driver, oil can, spanner, pump, and articles for repairing tires. Gear 60. Weight, all on, as you see it, 33 pounds; stripped, 30 pounds. Finish: frame, forks and sprocket enameled; all other metal parts nickeled. Wheels, natural wood.

Options L saddle post. No. 10 or No. 12 Columbia saddle. Elliott ball pedals. Rat-trap ball pedals. Inner tube tires. Gears, 45, 47, 50, 53, 56, 60, 63 and 66. When desired and so ordered, we will furnish this machine with all metal parts nickeled, at an additional cost of $5.00.

MODEL "F"

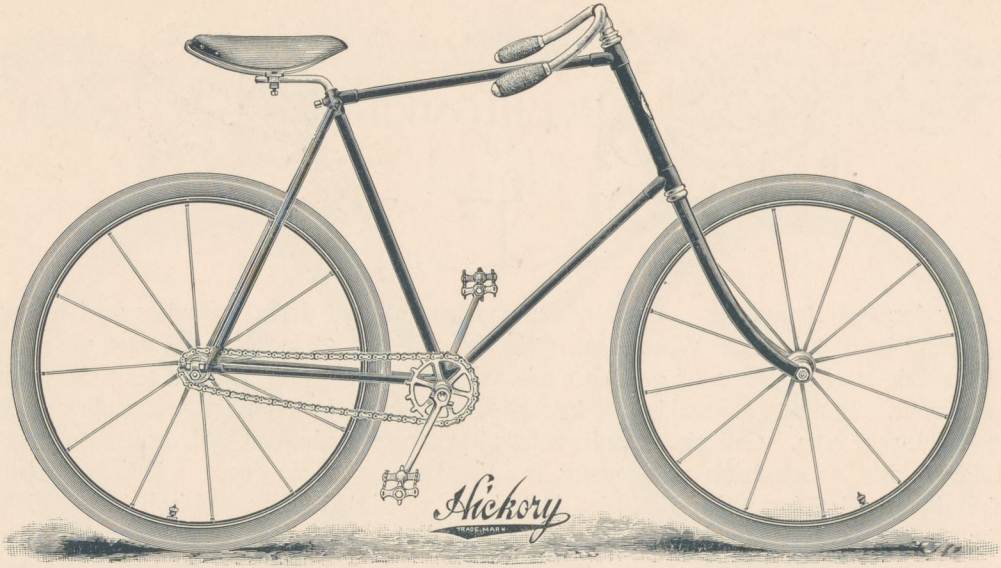
PRICE: REGULAR FINISH.....$120.00

PRICE: FULL NICKEL AND NATURAL WOOD..... 125.00

Specifications of Model F

Steel drop forgings throughout. Double tubular frame of cold drawn, seamless steel tubing, reinforced. Steering head, 9 inches. Wheel base, 44 inches. Wheels, 28 inches in diameter, with 12 spokes each, adjustable at rim. Rims of one piece selected white ash. Hubs, selected rock elm. Tires, 1¾ inch Columbia pneumatic. Bearings, adjustable ball throughout. Detachable sprocket, front and rear. Tubular front fork with adjustable foot rests. One-piece tubular handle bar, tapered and raised, with detachable brake handle lever bracket. Cork handles. Detachable mud guards, front and rear. Chain guard. Detachable lantern bracket. Plunger brake. Improved Elliott self-oiling chain. Detachable round steel cranks, 6½ inch throw. Columbia double grip ladies' ball pedals, 3¼ inches wide. Columbia saddle No. 14. Goose-neck saddle post. Tool bag, with nickel wrench, screw driver, oil can, spanner, pump, and articles for repairing tires. Gear, 56. Weight, 34 pounds. Finish: Frame, forks, sprocket, and chain guard, enameled; all other metal parts nickeled. Wheels, natural wood.

Options L saddle post. No. 11 or No. 12 Columbia saddle. Elliott Ball pedals. Inner tube tires. Gears, 45, 47, 50, 53, 56, 60, 63, and 66. When desired and so ordered, we will furnish this machine with all metal parts nickeled, at an additional cost of $5.00.



MODEL "G"

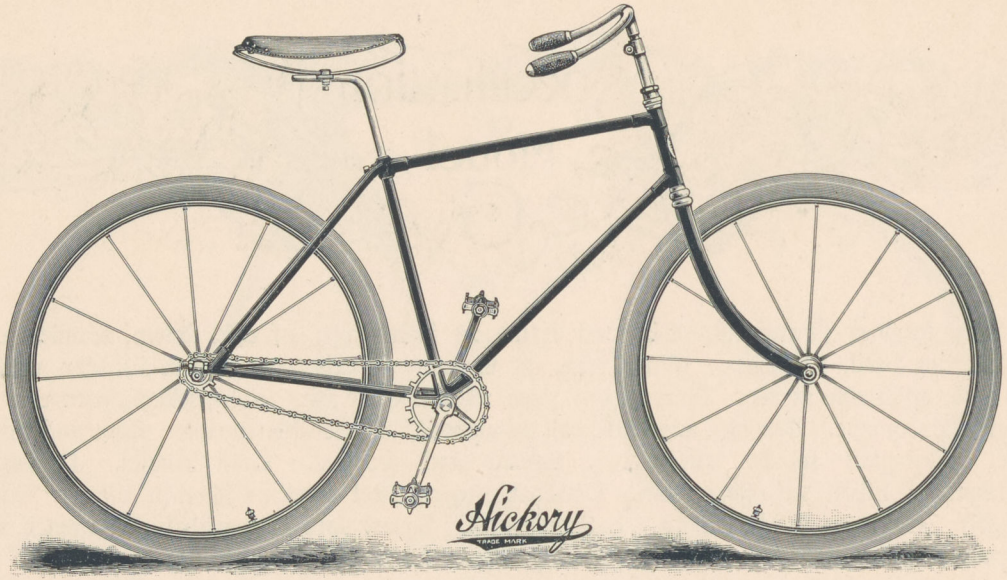
PRICE: REGULAR FINISH.....$120.00

PRICE: FULL NICKEL AND NATURAL WOOD..... 125.00

Specifications of Model G

Steel drop forgings throughout. Diamond frame 23 inches high, of cold drawn, seamless steel tubing. Steering head, 12 inches. Wheel base, 44 inches. Wheels 28 inches in diameter, with 12 spokes each, adjustable at rim. Rims of one piece selected white ash. Hubs, selected rock elm. Tires, 1¾ inch Columbia pneumatic. Bearings, adjustable ball throughout. Detachable sprocket, front and rear. Tubular front fork. One-piece tubular handle bar, tapered and dropped. Cork handles. Detachable lantern bracket. Improved Elliott self-oiling chain. Detachable round steel cranks, 6½ inch throw. Columbia rat-trap ball pedals. Columbia saddle No. 14. L Saddle post. Square tool bag, with nickel wrench, screw driver, oil can, spanner, pump, and articles for repairing tires. Gear 60. Weight, as you see it, 31 pounds. Finish: Frame, forks, and sprocket enameled; all other metal parts nickeled. Wheels, natural wood.

Options Goose-neck saddle post. No. 10 or No. 12 Columbia saddle. Elliott or Columbia double-grip ball pedals. Inner tube tires. Gears, 45, 47, 50, 53, 56, 60, 63, and 66. When desired and so ordered, we will furnish this machine with all metal parts nickeled, at an additional cost of $5.00.



MODEL "H"

PRICE: REGULAR FINISH..... $110.00

PRICE: FULL NICKEL AND NATURAL WOOD..... 115.00

Specifications of Model H

Steel drop forgings throughout. Diamond frame 18 inches high of cold drawn, seamless steel tubing, reinforced. Steering head, 7⅛ inches. Wheel base, 42 inches. Wheels, 28 inches in diameter, with 12 spokes each, adjustable at rim. Rims of one piece selected white ash. Hubs of rock elm. Tires, 1¾ inch Columbia pneumatic. Bearings, adjustable ball throughout. Tubular front fork, with detachable foot rests. One-piece tubular handle bar, tapered and dropped. Cork handles. Plunger brake. Improved Elliott self-oiling chain. 6½ inch cranks. Columbia double grip ball pedals, 3⅝ inches wide. Columbia saddle No. 14. L saddle rod. Round tool bag with nickel wrench, screw driver, oil can, spanner, pump, and articles for repairing tires. Gear 56. Weight, as you see it, 33 pounds. Finish: Frame, forks, and sprocket, enameled; all other parts nickeled. Wheels, natural wood.

Options Goose-neck saddle post. No. 10 or No. 12 Columbia saddle. Rat-trap ball pedals. Inner tube tires. Gears 59 or 62. Vulcanite handles. Elliptical sprocket. When so ordered we will furnish this machine with all metal parts nickeled, at an additional cost of $5.00.

HICKORY PARTS

WITH the ever-increasing demand for bicycles, riders are becoming more educated and more desirous of having every part of the machine possible adapted to their special requirements, and the consequence is that a long line of various parts must be carried in stock. We have aimed to equip our machines regularly with such parts as will meet with the approval of the majority of purchasers, but for the few who will desire special equipment in some respects, we have made ample provision in the way of options. One of the most essential parts of the machine is

The Frame

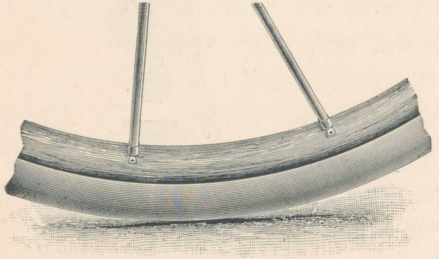
This must be light, and at the same time strong and rigid. To accommodate riders of different reach, we have adopted and will carry in stock diamond frames of three different patterns, 18, 20 and 23 inches high, with 7⅛, 9 and 12 inch heads. These will, we believe, admit of adjustments that will accommodate all riders and practically give each man a machine for his especial size.

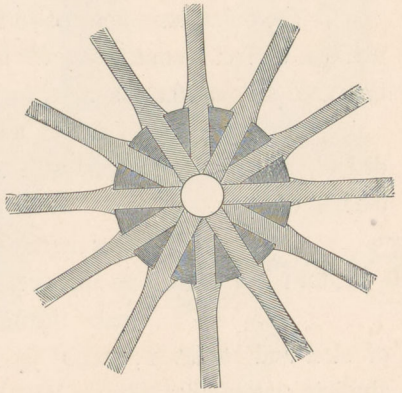
In designing our ladies' frame we have used extreme care and judgment. The height of the frame is such that by use of different saddle posts it may be adjusted to a position which will enable any lady to ride the machine with ease and comfort. This frame has very graceful lines, is light and strong, and, we believe, will meet with the approval of all wheelwomen. In the construction of our frames we use nothing but drop steel forgings, and cold

drawn seamless steel tubing, carefully reinforced at all necessary points. Special attention has been paid to the designing and building of our several frames and we bespeak for them a successful season.

Wheels

Our wheels gave such extreme satisfaction during the past year, and performed the work required of them so well, that we have decided that a reduction in weight can be made and the wheel still remain stronger than those of any other make, hence we have made a very decided change in their construction. We have abandoned the heavy steel rim and the two-piece hickory rim of last year, and substituted a one-piece rim of selected white ash, light and strong, and capable of standing the hard work to which it will be subjected. The size of the wheel will remain the same—28 inches in diameter. By careful experimenting, we have demonstrated to our entire satisfaction that twelve spokes is sufficient for each wheel, and this is the number each will have. They will be slightly reduced in size and altered in shape, giving us a much handsomer wheel than heretofore. Our spokes are fitted to the rim this season by a new patented appliance, by means of which the entire rim and tire can be removed from the wheel, thus rendering the replacing of a spoke in case of accident, a very easy matter.



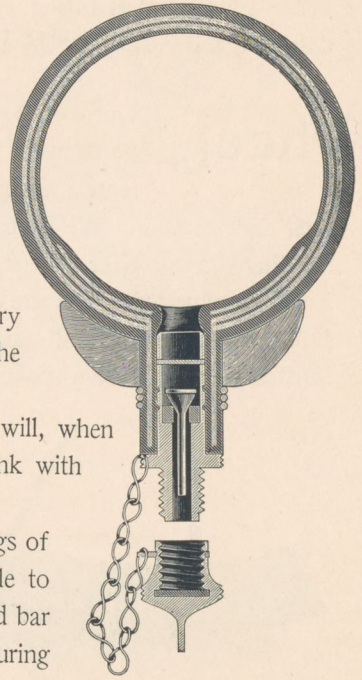


Tires

Probably no part of the bicycle requires more attention than the tires. There are to-day on the market several good tires, but in our opinion, none is so near the ideal tire as the Columbia, with which our wheels will be regularly equipped. The requisites of a pneumatic tire are strength, lightness, resiliency, freedom from liability to puncture, and ease of repairing in case of accident. All of these features the Columbia pneumatic possesses. The construction of the tire remains practically the same as last season, although it has in some respects been improved, so that it is to-day better than ever before.

The public have become so familiar with this tire, through long and satisfactory use, that we feel it unnecessary for us to enter into the details of its construction. The tires used on our wheels are 1¾ inches in diameter.

While we by all means advise the use of the above-mentioned tire, we will, when desired, equip our machines with a first-class inner tube tire, one which will rank with the best of them.



Bearings

Our machines are fitted throughout with adjustable ball bearings of an approved pattern, and as nearly dustproof as it is possible to make them. The cases and cones are turned from a solid bar of steel and hardened; special jigs and tools are made for each piece, thus insuring absolute interchangeability. We use the best balls the market affords—$\frac{3}{16}$ inch diameter in the head, ¼ inch in the wheel and crank-shaft bearings.

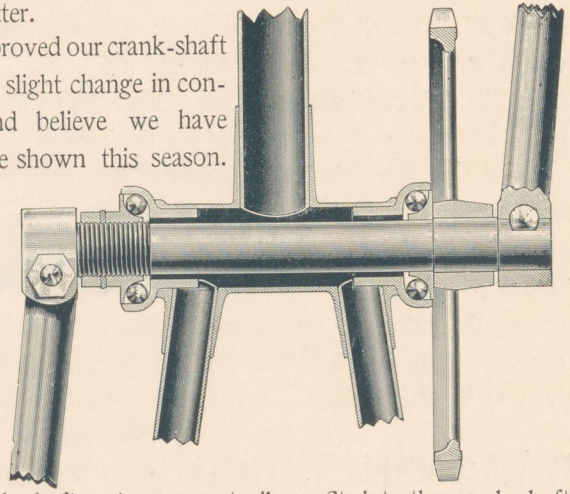
Steering Head

The steering head on all models is an adjustable socket, 7⅛, 9 and 12 inches long respectively. The cones and cases are turned from the solid bar of steel and hardened, same as the wheel and crank-shaft bearings. The 7⅛ inch steering head contains thirty-eight, and the 9 and 12 inch, forty $\frac{3}{16}$ inch steel balls. The increased lengths of our steering heads give the machines a handsome and more graceful appearance, and, at the same time, renders the steering so easy and positive, as to make riding "hands off" a very simple matter.

Crank Shaft Bearing

We have improved our crank-shaft bearing by a slight change in construction, and believe we have succeeded in designing one of the neatest bearings that will be shown this season.

The ball cases fit inside of the hanger, instead of the outside, as last year. The bearings are dustproof, the cones being so designed that it is next to impossible for dust or dirt to find their way into them. The adjustment of the bearing is simple and effective. The adjusting cone, which is on the left hand side of the machine, is made with a collar on the outer side, and the cone is turned by means of a spanner wrench, which fits into a hole in the collar of the cone provided for this purpose. The adjustment is locked by means of a check nut on the crank-shaft.



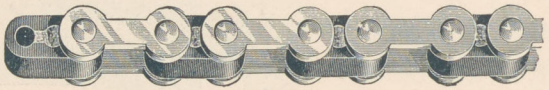
A very neat oil cup fits into the crank-shaft hanger to receive oil for the entire bearing.

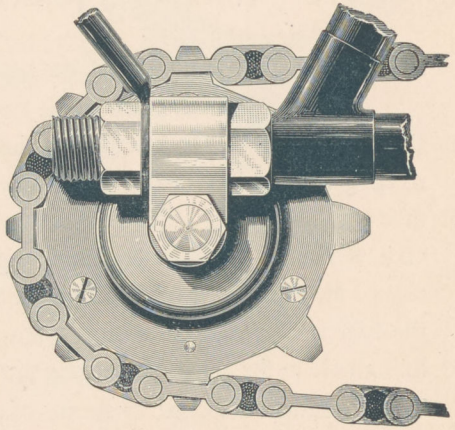
Sprocket Wheels

The front sprockets are steel drop forgings, very light and strong. The sprocket is keyed to the crank-shaft and is easily detached when a change in gear is desired. The rear sprockets are turned from the solid bar of steel and hardened. The most careful attention is given to turning the sprockets and cutting the teeth to exact size, so that no difficulty whatever will be experienced, and no annoyance caused by the chain slipping off the sprockets. We shall carry in stock sprockets of such sizes as will enable us to furnish machines geared to 45, 47, 50, 53, 56, 60, 63 and 66.

Chain

We continue using our Elliott Self-Oiling Chain, by far the most satisfactory on the market to-day. We have slightly reduced the weight of the chain, but have in no way sacrificed its strength. The most careful attention is given to making the parts and assembling the chains, so as to insure absolute accuracy in fitting the links to the teeth of the sprocket. Every chain is thoroughly tested before being used.





Chain Adjustment

We retain the same chain adjustment that we have used for the past two seasons, as we have seen nothing which we consider equal to it. It is the simplest and most positive adjustment in use, and may be

altered, or the wheel entirely removed from the frame, without loosening or in any way affecting the adjustment of the wheel bearings. The bearings may also be adjusted without affecting the chain adjustment. The adjustment is made by simply changing the position of the two nuts on each side of the frame, at the rear end, then moving the wheel forward or backward on the rear forks, as may be desired. There are no small parts to jar loose, rattle or get lost. Very little adjustment is necessary with our chain.

Cranks

The cranks are round, 6½ inch throw, made of steel, drop forged and specially toughened. In the face of the crank, at the pedal end, is drilled a small hole, into which fits the dowel pin in the pedal shaft, to prevent the pedal shaft from turning. This crank is one of the neatest and strongest on the market.

Front Forks

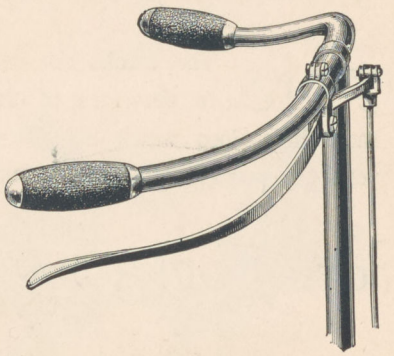
All of our machines this season will be fitted with tubular front forks, handsomely tapered and curved. Each fork is fitted with a pair of detachable foot rests which are adjustable for reach.

Brake work

We have continued the use of the direct plunger brake, believing that this style gives the best all-round satisfaction. The construction and finish of the brake shoe is such that its application will not injure the tire, as some brakes of this style are liable to do. The entire brake work is attached to the machine in a very simple manner, and can be detached by removing two small screws which fit under the fork crown, and the two small screws which hold the brake lever bracket to the handle bar.

Handle bar & Brake lever

Our machines are all equipped with a single piece, seamless steel, tubular handle bar, 7/8 inches in diameter at the centre, tapering to 5/8 inches at the ends, handsomely curved and dropped for the men's machines and raised for the ladies. The bars are adjustable in the head, the shaft being of such length that it can be raised or lowered to such a point as will suit the rider, and give the most natural and comfortable position.



The brake handle lever is attached to the bar by means of a bracket or clamp, so constructed that the brake parts can be detached by the removal of two screws, leaving no trace whatever of the attachments. Cork handles are regularly used on our bars.

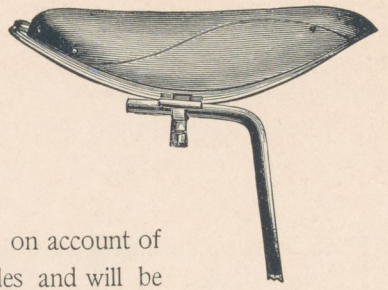
Lantern Bracket

This is of very simple and neat design and is fitted to the head by means of a small clamp, which is held in place by two small nuts, and can be easily removed, if desired.

Mud Guards

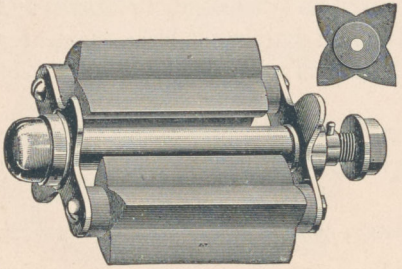
It is our experience that very few riders care to use their machines with the guards attached, and we have given special attention to designing attachments by means of which the guards can be easily removed. They are all attached by means of neat and light steel clips, and can be immediately detached by the removal of the clip screws and the nuts which hold the braces to the wheels. Our machines can be entirely stripped of guards and brake work in two or three minutes' time.

Saddles



A very desirable feature in the bicycle is a good saddle, as the comfort of the rider depends to a great extent upon this. We have looked into the saddle market very carefully, and have adopted what we believe to be the best saddle in use—the Columbia No. 14—with which all of our machines will be fitted, unless otherwise ordered, in which case we will be pleased to supply any saddle which the purchasers desire. While this illustration shows saddle attached to our "L" seat post, which many prefer on account of its lightness, our Goose Neck seat post can be used with any of our saddles and will be supplied when ordered.

Pedals



The Columbia Double Grip Ball Pedal gave such excellent satisfaction last season, that we could do nothing better than to use it this year, and we will therefore supply these regularly with our machines. This is one of the most expensively constructed pedals on the market. The workmanship is of the finest, and the material the best that can be secured.

When so desired by the rider, and specified in the order, we will be pleased to substitute for these pedals a pair of the Columbia Rat Trap Ball Pedals, or a pair of the Elliott Improved Ball Pedals, which are put on the market for the first time this season.

Finish

THE finish on our machines, which we consider a most essential point, is equal to any and superior to many of the so-called high grade safeties. We have one of the most complete nickel plating establishments in the country, and are capable of turning out high grade work. Each piece is heavily plated, over a copper surface, and its wearing qualities cannot be excelled.

Our enameling is in keeping with our nickeling, and we feel it sufficient to say that we use the celebrated Columbia Enamel on all of our regular finish machines.

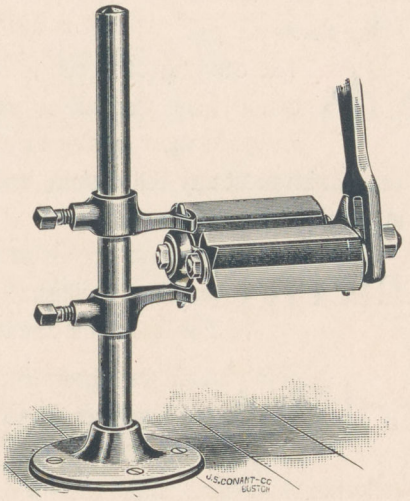
Our experience of the past five years on wheels finished in natural wood, has given us confidence in saying that we are at the head of the profession in this respect. We use a secret process in finishing our wheels, and guarantee them to retain their lustre in all kinds of weather. Our regular finish on machines is black enamel for the frame, forks and sprockets, all small parts nickel plated, and the wheels of natural wood, this making a very handsome combination.

As we find that a great many purchasers prefer the full nickel machines, we have made arrangements to supply a great many of these, and our large plating department gives us ample facilities for turning these out in such quantities as will supply the demand.

We will supply, when wanted and so ordered, without additional charge, wheels finished in black, blue, red, brown or yellow.

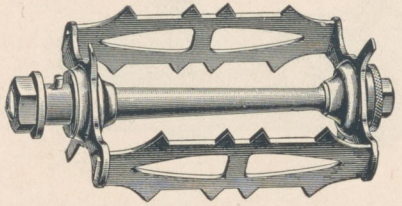
SUNDRIES.

WE show herewith a cut of the Elliott Safety Stand; one of the neatest, strongest, safest and most convenient stands on the market. The post is made of cold drawn steel, the base and slides of phosphor-bronze. The upper slide will be furnished, when wanted, with a thumb-screw, instead of the square-headed set screw. The stand can be screwed to the floor, and will hold any safety securely. The slots in the slide will take any pedal. Price, nickeled, $2.00.



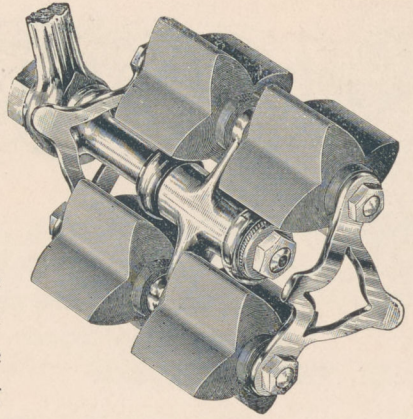
Columbia Rat trap Ball Pedals

This cut shows the Columbia Rat Trap Ball Pedal, which will be furnished on any of our machines as an option, when ordered. This is a very handsome, strong and light pedal, weighing but seventeen and a-half ounces per pair. Price, $8.00 per pair.



Elliott improved Ball Pedal

We show here, for the first time, cut of our new ball pedal; one of the neatest, strongest and lightest pedals for this year. The weight of the complete pair of pedals is but twenty-six ounces. The rubbers are of the very best quality and of a double grip pattern. Price, $8.00 per pair.



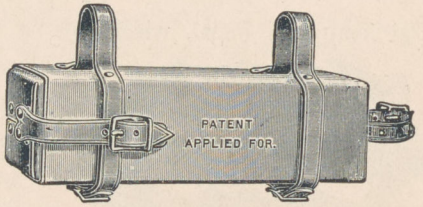
Bells

The carrying of a bell is now compulsory in many sections of the country, and there are so many on the market that it is impossible for us to show cuts of them all. We therefore simply say that we can furnish most any bell desired, and carry in stock an assortment, varying in prices from $1.00 to $2.50.

Lanterns

We have an assortment of lanterns, which space will not permit us to illustrate, at prices varying from $1.00 to $6.00. They are all the best and most desirable lanterns on the market.

Tool Bag



This cut shows the shape of the tool bag with which our machines are to be fitted this year. The leather used is of a very fine quality and of the proper size for conveniently holding all the tools which comprise our outfit. Price, $1.00.

While we have illustrated only a few of our leading sundries, we can supply anything in this line on the market.

Price List of Sundries

Anti-rust, per bottle,	$ .25
Bag, tool, round,	1.00
Bag, tool, square,	1.00
Bells, from $1.00 to $2.00 each.	
Cement, rubber solution, small tube, 10c.; large, 15c.; half-pint cans, 45c.; pint cans, 85c.	
Enamel, Columbia black, per can, 50c.; by mail, 70c.	
Enamel Polish, an excellent preparation, per bottle,	.25
Graphite, for lubricating chains and bearings, per can,	.25
Handles, cork, nickel, white metal mountings (state size of handle bar), per pair,	1.00
Oiler, Daisy, nickel finish,	.25
Padlock and Chain, Corbin, nickel finish,	.50
Padlock, Yale, bronze, $1.00; nickeled, $1.25.	
Pedals, Elliott Improved Ball, per pair,	8.00
Pedals, Columbia Double-Grip, per pair (state width),	8.00
Pedals, Columbia Rat-trap, per pair,	$8.00
Pedal Toe Clips (for rat-trap pedals), per pair,	1.00
Pedal Toe Clips (for rubber pedals), per pair,	.50
Polishing Paste, for cleaning nickel work, per box,	.25
Pump, small, for pneumatic tires, nickel finish,	.75
Pump, large, for foot and floor use, nickel finish,	5.00
Saddles, Columbia No. 10, Roadster,	5.50
Saddles, Columbia No. 11, Roadster, Ladies,	5.50
Saddles, Columbia No. 14, Scorcher,	4.00
Stand, Elliott Safety,	2.00
Tire Tape, per roll,	.15
Trouser Guards, Ostergren's, blued, steel, per pair,	.15
Trouser Guards, Ideal, steel, per pair,	.15
Trouser Guards, Collister, steel, per pair,	.25
Whistle, Gem,	.25
Wrench, B. & S., blued, 75c.; nickeled, $1.00.	

GUARANTEE

THE use of the bicycle has become so universal and the purchasers have become so well educated, that the old saying that "the best is the cheapest" aptly applies to bicycles. In this day of many kinds of bicycles—good, bad, and indifferent—many things should be carefully considered by the purchaser before a selection is made. Nothing is more important and nothing should be more carefully considered than the guarantee. Every maker can warrant his goods, but not all are able or willing to live up to the letter of their guaranty. The value of the guarantee depends on the honor and responsibility behind it; therefore, the makers of the machine should be considered in determining its value.

Each and every part of our machine is covered with a guarantee which is as good as our bond, and we point with pride to our past record, and we unhesitatingly assert that no HICKORY rider having a just claim against us has ever been ignored. The text of our agreement follows:

We guarantee our HICKORY bicycles to be absolutely perfect in every respect when leaving our factory, and agree to make good any defect in material or manufacture not caused by use, misuse, or neglect, if returned to us within one year from the date of sale. All parts on which claims for allowance are made must be forwarded to us for inspection, accompanied by information giving full particulars of the break and cause of same, if possible; also, stating the number of the machine from which the piece is taken, and date purchased. The justness of the claim to be left to our judgment.

Terms: Net cash with order.

Orders must be written plainly, and complete shipping instructions must accompany each order.

Machines will be shipped as per catalogue specifications unless otherwise ordered.

Shipments will be made by freight unless otherwise ordered.

Goods delivered F.O.B. South Framingham.

C.O.D. orders must be accompanied by sufficient cash to pay charges both ways in case goods are not accepted.

Check, money order, expresss order, or postal note made payable to Company, will be accepted in payment of goods.

Communications relating to business must be addressed to the Company and not to individuals.

SULKY WHEELS

THE use of the pneumatic tired trotting sulky has grown to such an extent that a very important branch of our business now, is the manufacture of the sulky wheels, which we furnish complete with tires and bearings.

As is well known in the trade and among horse owners and drivers in general, we were the originators of this style of vehicle, and were the first to put them on the market. We have spared neither time nor expense in developing this business, and we are better able to supply this trade than any other manufacturer. Four very valuable sulky patents have already been granted to us, and we have several other applications for patents pending.

Space prevents us from dwelling further on this subject in this catalogue, but we invite correspondence on the matter, and would also be pleased to furnish, on application, a copy of our very complete, illustrated sulky catalogue.

Another important branch of our business is the manufacture of pneumatic tired wheels to be applied to carriages and road carts of different styles. Pneumatic tired buggies of our manufacture have been in use for over a year, and we have supplied our wheels to prominent drivers in different parts of the country, who are using them with extreme satisfaction. Correspondence on this subject is solicited and will be given prompt and careful attention.

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